and Bangalore has increased considerably and always there is long waiting list; and

(b) whether Government will consider introducing one more daily train from Bangalore to Delhi and Delhi to Bangalore?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir. Waiting list of train is a variable factor, which varies not only from day-to-day but also from time-to-time within the same date.

(b) Introduction of trains and increase in frequency of trains is a continuous process and is dependent on traffic pattern, availability of resources and operational feasibility. A new tri-weekly train service between Hazrat Nizamuddin and Yeshwantpur is proposed to be introduced in 2003-04.

Halt to Intercity at Talcher

1828. SHRI B.J. PANDA:

SHRI RAMACHANDRA KHUNTIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a demand for providing a halt of Intercity Express at Talcher in Orissa is pending with the South East Railway;

(b) whether a demonstration (Rasta Roko) was organised by the people for a halt at the above station; and

(c) if so, the time by which this demand of the people will be met?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) Stoppage of 8303/8304 Bhubaneswar-Sambalpur Intercity Express at Talcher has been examined but not found feasible due to operational constraints at Talcher and availability of alternative services.

Bilaspur Railway Zone

†1829. SHRI P.K. MAHESHWARI: Will the Minister of RAILWAYS be pleased to state:

(a) what is the amount released so far, after the declaration regarding creation of Bilaspur railway zone;

†Original notice of the question was received in Hindi.

(b) what is the total amount to be spent on the creation of the said zone; and

(c) keeping in view the rate of release of amount for the said zone, by when the work of Bilaspur railway zone is likely be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) The allotment made in the Budget Estimates for setting up of a new zone at Bilaspur has been as under:—

(Rs. in thousands)

Year	Outlay
1998-99 (in Supplementary Demands for Grants)	1000
1999-00	30000
2000-01	5000
2001-02	1000
2002-03	40000
2003-04	65000
TOTAL	**142000**

(b) and (c) The anticipated cost for setting up of new zone at Bilaspur is Rs. 85.45 crore. It may take 3 to 5 years for creation of all infrastructural facilities envisaged for setting of new zone at Bilaspur.

Doubling of Patna-Gaya rail line

1830. SHRI GAYA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether railways have any plan for doubling of Patna-Gaya rail line; and

(b) if so, by when the same is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Doubling of Patna-Gaya section has been taken up in phases. Patna-Parsabazar section has already been doubled. Doubling work is in progress on Parsabazar-Punpun-Taregna-